		•			0040073000600		
			L INTELLIGEN				
	and the second	INFORM	MOITAN	REPORT	CD NO.	25X1A	
COUN	ΓRY	CHINA POLAND			DATE DISTR. 3 Sept	54	
5X1C SUBJE	СТ	Chinese-Polish Shi	pping		NO. OF PAGES 2		
	· · · · · · · · · · · · · · · · · · ·	·			NO. OF ENCLS.		
					SUPPLEMENT TO REPORT NO.		
			2. (4. f) 2. f	t en		\$ .	
THE DO	CUMENT CONTAINS INF	DRUGTION AFFECTIONS THE MATIONAL DE IN THE MEANING OF TITLE 18, SECTION	transe is 793 at ye.	THIS IS U	NEVALUATED INFORMATI	ON	
	OF ITS CONTENTS TO TED OT LAR. THE RE	OR RECEIPT BY AN UNAUTHORIZED PERS PREDUCTION OF THIS FORM IS PROBLES	107 ts	,,,,,		25X1X	
	L. Admini	stration of Polish-	Chinese Ship	ping			
	specia there Ocean on tra Freigh minist ment i	terests and 15 per cent Chinese interests. One of the employees of the special CHIPOLBRUK office in Gdynia is Dora Levine. It is estimated that there are approximately 15 ships sailing under the flag of the Polish Ocean Line in the China Trade. The Polish Merchant Fleet has a monopoly on trade to China from the Soviet bloc. POLFRACHT, the office for Polish Freight, is the trade name of the offices in Gdynia and Warsaw for administrating and determining the shipping rates for the Polish Government in the Polish-Chinese Trade. POLFRACHT is controlled by and receives instructions from Moscow. All Polish ships sailing into the China port of Tientsin receive these orders from the CHIPOLBRUK office there.					
	2. Routes	, Refueling Points	and Bunkerin	g			
	charte one is the is often India kind a at DJ nesia compos	ed courses are recess sailing close to sland of Formosa and used as a refueling must avail themselvavailable. Ships defBOUTT. In 1952 the	ived. There the China cos d then to Tie g point on th ves of black estined for H e Polish Gove ts for bunker BONARSKI and	are two main r st and the oth ontsin. The po se route to Chi market oil as sombay, Karachi ernment sent a ring of ships. I POLAK. Durin	na. Ships going interest is no other and Pakistan refuel delegation to Inde- The delegation was g this mission the	o .	
	3. Forei	gn Firms Handling P	olish-Chinese	Trade		25X	
g 			·			·	
			<del></del>	1 7 12 69			
		CLASSIFICATION	DISTRIBUTI	RET			

SECRET

2

25X1A

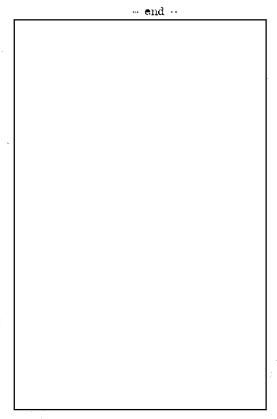
## 4. Cargo and Backlog

25X1

Polish ships departing from Tientsin usually pick up iron ore and soya beans. Cotton is the main product shipped from China to India. The alleged backlog of cargo in Gdynia is made up of mostly heavy materials, engines, machinery, busses and trucks. The material is well protected and crated.

## 5. Drydocking and Ship Building

During 1953 the Polish cargo ships were reported to be in very poor condition. There was a lack of piping materials and spare parts. All dry docking and repairs were being done in Newcastle, Wales. The Polish freighters were sent to dry dock at least once a year. There are dry dock facilities in Bombay, but it was found too expensive. Each ship is taken in for reclassification every four years. There is much activity in ship building in Danzig on laying new hulls for cargo vessels. The engines for these new ships are brought in from Switzerland and Italy. The Poles have acquired several ships during 1951-52 but their recent attempts to purchase vessels have found no sellers. The Poles allegedly have large sums of money for this purpose.



SECRET